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COUNTRY East GermanyTOPIC Cottbus Airfield

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EVALUATION [redacted] PLACE OBTAINED [redacted]

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DATE OF CONTENT [redacted]DATE OBTAINED [redacted]DATE PREPARED 15 December 1959

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REFERENCES [redacted]PAGES 3 ENCLOSURES (NO. & TYPE) [redacted]REMARKS [redacted]

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1. At about 4:30 p.m. on 25 October 1959, a freight train loaded with about 10 aircraft crates left the Frankfurt/Oder shunting station and proceeded toward Cottbus.
2. Between 8 p.m. and 9 p.m. on 27 October, the noise of jet aircraft was heard over Cottbus. Between 7 p.m. and 9:30 p.m. on 28 October, jet aircraft and conventional aircraft were observed aloft. On 30 and 31 October as well as on 2 and 3 November, night flights were made by jet aircraft.
3. On 29 October, an estimated 250 VPL personnel were quartered in the Panzerkaserne in Cottbus. [redacted] the personnel belonged to an administrative agency or a headquarters.
4. The following observations were made at Cottbus airfield between 2 and 27 November:
 - 2 November: At 3 p.m., no aircraft were observed at the field. The hangars were closed. Infantry training was given near the hangars.
 - 3 November: No activity was observed at the field at 3 p.m. Five Yak-18s were parked in front of the hangars.
 - 4 November: No air activity was conducted at 2:30 p.m. Five Yak-18s and 1 biplane were parked in front of the hangars.
 - 5 November: At 2:30 p.m., local individual flights were made by Yak-18s which took off and landed on the runway. Four Yak-18s, 2 radio trucks, 1 tank truck, 1 fire truck, 1 ambulance, 2 sedans and 1 truck were parked at the eastern end of the runway. Five additional Yak-18s were parked in front of the hangars. There was a scattered cloud base.
 - 6 November: At 3 p.m., 6 Yak-18s were parked in front of the hangars. No air activity was observed.
 - 7 November: At 2:30 p.m., no aircraft or air activity was seen at the field. The hangars were closed.
 - 12 November: There was no air activity at 3 p.m. Five Yak-18s and 10 aircraft with a steel blue paint were parked in front of the hangars.

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13 November. At 11 p.m. the same observations were made at the field as on the preceding day.

16 November. At 1 p.m., no flights were made. Six Yak-18s and 6 aircraft with steel blue paint were parked in front of the hangars. The latter aircraft which had been unloaded from aircraft crates probably were Yak-11s.

17 November. There was no air activity at 3 p.m. Five Yak-18s and 9 Yak-11s were parked in front of the hangars.

19 November. No flights were made at 2 p.m. Seven Yak-18s and 23 Yak-11s were parked in front of the hangars.

21 and 23 November. At 3 p.m. and 2:30 p.m. respectively, no air activity was observed. On the latter day, 14 Yak-18s, 21 Yak-11s and 1 biplane were counted at the field.

24 November. Between 2 p.m. and 2:30 p.m., there was air activity by Yak-18s, [redacted] The aircraft took off on the runway and landed on the grass next to the runway. The weather was cloudy.

25 and 26 November. At 2:30 p.m., no air activity was observed. Aircraft were parked in front of the hangars.

27 November. Between 2 p.m. and 2:30 p.m., flying was practiced by five Yak-11s which took off from the east end of the runway. The landing gear was **retracted** during the flight. The take-offs and landings were made on the runway.⁴

5. Guard service at the airfield has been considerably intensified since early November. VPL sentries who were checked by Soviet Air Force soldiers patrolled the entire area of the field at short intervals.
6. During the early morning hours of 12 November, 12 aircraft crates arrived at the Cottbus freight station. These crates were shipped to the airfield in the evening. They were observed in front of the hangars on 13 November. Unpacking operation was observed around 1 p.m. on 16 November, while 6 steel blue Yak-11 aircraft were parked **next** to the crates.⁴
7. During the second half of November, five fuel containers were being installed in the northeastern corner of the field.
8. Around 15 November, work was started on a ~~new~~ fence around the field. About 100 concrete pillars, 2 meters high, 4 meters apart and bent at the upper section, were erected about 30 meters north of the road to Dahlitz by 27 November. Additional concrete pillars lay on the ground.

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10. Between 3 p.m. and 4 p.m. on 12 November, 5 aircraft crates were shipped from the Spreewald railroad station to the airfield, while 2 crates remained at the station. On 18 November, fuel containers were being installed at the field. Between 12 and 24 November, no air activity was observed at the field. On 16 November, swept-back jet fighters flew in elements of twos over the town.

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1. [] Comment. This shipment [] probably was not destined for Cottbus as it was not observed at the Spreewald railroad station in Cottbus or at Cottbus airfield. Since the beginning of November, an increase of aircraft has only been observed at Herseburg airfield.

2. [] Comment. The jet aircraft observed over Cottbus probably came from Welzow airfield.

3. [] Comment. The Funker Kaserne is occupied by the guard battalion of the VPL headquarters, now designated Administration of Aeroclub.

4. [] Comment. The VPL was again equipped with about 30 Yak-18s by the Soviets by late August 1953. All of these aircraft were stationed at Cottbus airfield up to 12 October 1953. []

[] Beginning in mid-November, aircraft crates have been shipped to Cottbus. A shipment of 16 to 20 crates and 12 to 16 crates respectively arrived in Cottbus between 16 and 19 October and between 9 and 12 October. Both shipments were observed in Frankfurt/Oder and Cottbus. According to observations made at the field, the two shipments contained Yak-11s. This observation indicates that 30 to 32 Yak-11s in addition to 12 to 15 Yak-18s are now stationed at Cottbus airfield.

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